

Transvaal affairs, but it is asserted that the Hollenders, or Boers, objected. Mr. Kruger left the question to be decided by the Volksraad, the legislature, which refused to grant him permission to go. This action caused consternation on the Rand.

London, 25th March.

The Times has an editorial this morning, which warns President Kruger that it is impossible to discuss with him the essentials of the London convention which fixes the size and strength of Great Britain and the Transvaal.

"In any case, the Times continues, "he must go without delay whether to accept the invitation to come to England. The invitation cannot remain open indefinitely, and if it is declined, we must take measures to support the just claims of the *Uitlanders*."

President Kruger's 27th March.

President Kruger issued an official denial of the reports which have found circulation in England and other back home, that himself and the Colonial Secretary, President Kruger says further that he has not declined to visit England. The Burglers, he says, are leaving things entirely in the hands of the Executive instead of offering objections to the visit as has been reported.

THE PURCHASE OF DELAGOA BAY.

London, 27th March.

The Chronicle prints under reserve a rumor that England has purchased Delagoa Bay, with the whole strip of territory from Amboina, on the south, to the Cunene River's terminus on the north, the Litangope River, constituting the eastern boundary, for £50,000,000.

The Chronicle also has an editorial on this subject, which questions the truth of the rumor, and suggests that it is a pilot balloon. It also notes that a similar rumor, though less circumstantial than this one, was published and denied in London on Wednesday.

London, 27th March.

It was semi-officially known that evening that the Government had purchased Delagoa Bay for the sum of £25,000,000.

Hon. Geo. N. Curzon, Under Secretary of State for Foreign Affairs, was asked in the House of Commons to-day if there was any truth in the report that Great Britain had purchased Delagoa Bay and contiguous territory.

He declined to reply, saying that the Government must insist upon proper notice of such question.

TRADE WITH MADAGASCAR.

Paris, 26th March.

The Government has published a Bill, which proposes to make a law, placing Madagascar within the operation of the French tariff.

London, 25th March.

It has been learned by the Associated Press that the British Chamber of Commerce are bringing strong pressure on the Government for some action to protect British interests in Madagascar, in the hope of securing a market for terminating existing treaties made by Madagascar with other powers without the leave of the powers concerned. It is suggested that the Government come to an agreement with the United States and make joint representations to France in view of the extent of American interests affected by the setting aside of the American treaty with Madagascar of 1881.

The Chamber of Commerce has informed the French Government that France's position in Madagascar is another annexation not a protectorate, but something midway between these two, France taking over the direction of foreign affairs. Thus the Chambers argue, she bound to assume all obligations, especially those to treaty.

Paris, 26th March.

An official communication has just been issued relative to an agreement made by Mr. Curzon with the British House of Commons in regard to the annulment of the existing treaties with Madagascar, that it was a subject of extreme importance, and when the Government had received official notice of it, he said, they would take proper steps to protect British interests. The French Government, in its official note, states that France occupies in Madagascar a special position, and that it is entitled to special treatment in connection with the same.

France's position in Madagascar is the benefit of the most favoured nation clause so far as other nations are concerned. France will not, however, give Great Britain the benefit of the most favoured nation clause if it is interpreted to mean that Great Britain will be accorded the same commercial rights in Madagascar as are accorded to the French Government. France, in other words, will insist upon being the "most favoured nation."

TORONTO SNOW BOUND.

Toronto, 29th March.

The military have leading, and Toronto have been blanketed with snow, so deep to-night with no immediate prospect of a clear track. No trains were despatched from the city to-day, except for western roads. Passengers on east-bound trains last night were brought back to the city to-night, it having been found impossible to pierce the heavy drifts in the cuttings.

Toronto, 21st March.

Starting out to-day, the snow on the preceding night of the storm on Thursday night, and the extraordinary demoralization of railway traffic. A few lines are beginning to be cleared now, but it will be days before normal conditions are restored. Trains have been despatched from the city with provisions for snow-bound passengers at different points, as well as for the great gangs of men who are clearing the snow.

Toronto, 23rd March.

The first Canadian Pacific train from the east, for three days reached this city shortly after midnight last night. It consisted of ten coaches and contained the accumulated passengers of seven regular trains from Montreal and Ottawa, which had been delayed at Peterborough by reason of last week's storms. Hundreds of men and dozens of plows had to be employed to clear the way, and cuttings in some places 16 and 20 feet.

The Grand Trunk Railway, which had been blocked between Toronto and Post Hope for two days, was cleared yesterday morning, when through passenger trains arrived here from Montreal.

THE 'VANITY RACE.'

Putney, Eng., 24th March.

The Oxford crew, to the surprise of almost everybody on shore and afloat, to-day won the fifty-third boat race between Oxford and Cambridge, after a most exciting finish. Thus Oxford has won 30 races in a series, 22 to 28, 22 by Cambridge, the dark horse, in the seventh year in succession that Oxford has defeated Cambridge. The time was 20.4. The course was the usual one from Putney bridge to the winning post, above Ship Inn, at Mortlake, a distance of 4½ miles.

The morning opened cold and cheerless, with prospects of a poor attendance. In the early hours a heavy downpour of rain had descended, gathering in drifts, and thousands to remain at home. Showers followed at intervals with a cold biting wind. As a result, the crowds along the banks of old Father Thames were much thinner than usual.

Cambridge had a hot favourite at six to four, and few takers at that. In fact, the light blues were looked upon, previous to this start, as almost certain winners, barring accident. Cambridge embarked first, and won the toss, and started in the lead. The first, which was a decided advantage, as half a gale was blowing from that shore, raising lumpy water, every-where, and quite a little sea at that place.

The crew embarked at 12.55 p.m., and were cheered in as warmly as possible under the circumstances. At the pistol shot, at 1.02 both boats got away sharply. Cambridge pulling a pretty fast one, and so much more powerful sweep of oars, that Oxford had to make a hard pull, until Clapier's Boat House was reached, approaching the first half-mile, when the Cambridge boat's nose moved slightly in front.

The two crews were pulling with great determination and splashing somethings, on account of the rough water. At the half-mile, Oxford had light north winds, and some fog to Ameoy, to part light winds and variable overcast, little rain. In Ameoy—H.M.S. *Reindeer*, str. *Zafiro*, *Namgyo*, *Caro*, and *Chang Hsi* long. In Swallow—*Stra Proser*, *Nanou*, *Loisong*, *Tremont* and *Chitton*.

The British steamer *Halim*, left Tamul at 1 p.m., on 18th April, and Swallow 20th, had to anchor at 3 a.m., but heavy weather set into fog at 3 a.m., Sunday, had to anchor to the *Quemoy* Spit, buoy for steering at 10 a.m. Sunday morning, hove up anchor and proceeded into Ameoy, arriving at noon, the tide having turned at 9 a.m. Monday, 22nd April, with a cold north wind, and clear weather, arriving in Hongkong at 3 p.m. on 21st April, with some fine weather. In Ameoy—*Steamer Formosa*, *Claro*, *Christen*, *H.M.S. Reindeer*, American ship *Berlin* of Bath. The *Scam Wreck* was sticking to his work most

precidely, and calling upon the dark blues to hit him, at which the boat was laid over, and passed the Cambridge craft at the *Scam Wreck*, and a storm of tempests clearing from both shores.

Up to that point the race had been as pretty as one ever was pulled. It was nip and tuck, with little or nothing to choose between the two, both laying down to it in grand style, with plenty of reserve force in their crews. After passing the *Scam Wreck*, Oxford had a hard pull, and had to make a length at one time. Forme, therefore, called to the light blues for a spur, and they responded with such vigor that the Cambridge boat shot under *Hannemuth* bridge a short length ahead of Oxford, and, according to tradition, should have won the race.

Gold, however, was as fit as a *Hannemuth* boat, and to a man, when the race had been through the water at a rate which soon hushed the jubilant cheering of the partisans of Cambridge, who had looked upon the light blues as sure winners. Slowly, but perceptively, the dark blues gained in spite of the misgivings of the Cambridge men.

At the Lead Mills, on the upper side of *Hannemuth* bridge, both crews pulled with all their might, and Oxford was pulled to pieces after the first two miles looked grim and uncomfortable. There was no sign of collapse among Gold's sturdy youngsters, who only gripped the water more powerfully as they sped by the Doves. In fact, the strength of the Oxford men seemed to increase instead of diminish as the struggle went on, and there was as much as could be done to hold them back.

Under the influence of this pulling work, the dark blues out-crowed great work for the Cambridge crew, but the latter were quite equal to the emergency, and responding with a beautifully sustained effort, they drew away again, causing a hurricane of oars to rise from the crowds ashore. A more exciting race could hardly have been imagined, and the enthusiasm was intense.

Cambridge, at *Hannemuth*, had the lead by *Chichester* church, and the latter was quite equal to the emergency, and responding with a beautifully sustained effort, they drew away again, causing a hurricane of oars to rise from the crowds ashore. A more exciting race could hardly have been imagined, and the enthusiasm was intense.

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NOTICE TO CONSIGNEES
"RICKMERS'" REGULAR LINE OF
STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO. HAMBURG,
ANTWERP, AND SINGAPORE.
THE Company's Steamship.

"DEIKE RICKMERS".

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Underwriter before Noon on the 22nd instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. to-day.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO., Agents.

Hongkong, 15th April, 1896. [959]

"GLEN" LINE OF STEAM PACKETS,
FROM NEW YORK AND STRAITS.
THE Steamship.

"GLENLYLE".

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Claims remaining undelivered after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 20th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd inst.

Bills of Lading will be countersigned by JAEDINE, MATHESON & CO., Agents.

Hongkong, 15th April, 1896. [958]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,
AND SINGAPORE.
THE Company's Steamship.

"LIVSON".

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon on the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 17th April, 1896. [973]

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship.

"ERATO".

Captain T. Ostrom, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to obtain immediate delivery of their goods from along.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. to-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 17th April, 1896. [973]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND
STRATIS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s.s. Oriental and Victoria.

From Australia ex.s.s. Bellavista.

From France G.B. ex. L. S. S. Co. and Bombay Persian S. S. Co.'s Steamers.

Optimal goods will be landed here unless instructions are given to the contrary before 4 P.M. to-day.

Goods not cleared by the 25th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected.

SIEMSEN & CO., Agents.

Hongkong, 18th April, 1896. [979]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"RAVENNA".

having arrived from the above ports, Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the 24th instant, at 4 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 18th April, 1896. [979]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND
STRATIS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the 24th instant, at 4 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 18th April, 1896. [979]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TEALMON".

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on payment of Freight and/or Charter.

Goods undelivered after the 26th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 29th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1896. [961]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.
THE Company's Steamship.

"CHELYDRA".

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from along.

Cargo impeding the discharge or remaining on board until 4 P.M. of the 21st inst. will be landed at Consignee's risk and expense, into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JAEDINE, MATHESON & CO., General Managers.

Hongkong, 20th April, 1896. [983]

POETLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1896. [972]

VESSELS ON THE BERTH.

FOR SHANGHAI, JENSEN, AND
NAGASAKI.

THE Steamship.

"SATSUMA MARU".

Captain F. L. Parsons, will be despatched as above to-day, the 22nd inst., at 2 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 20th April, 1896. [992]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"TAMSI".

Captain F. L. Parsons, will be despatched as above to-day, the 23rd inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st April, 1896. [983]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"FOOCHOW".

Captain Blackchurch, will be despatched TO-
MORROW, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st April, 1896. [983]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"TAMSUI".

Captain F. L. Parsons, will be despatched as above to-day, the 23rd inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st April, 1896. [983]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"TAIYUAN".

Captain R. Nelson, will be despatched TO-
MORROW, the 23rd inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st April, 1896. [983]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"TIENTSIN".

Captain F. L. Parsons, will be despatched as above to-day, the 23rd inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st April, 1896. [983]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Steamship.

"CHANGHUA".

Captain Williams, will be despatched on FRI-
DAY, the 24th inst., at 3 P.M.

The attention of Passengers directed to this

Steamer. First Class Saloon is situated for

use of the Engineers. A Refrigerating Cham-

ber ensures the supply of Fresh Provisions

during the entire voyage.

A fully qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

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Agents.

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